

Remarks

Applicants' acknowledge with appreciation the indication of the allowance of the claims 1, 4 through 8, 11 through 21, 23, 26 through 41, 43 through 52 and 54, and the indication of the allowability of claims 9, 22 and 42. Applicants further would respond to the objections to the drawings and the specification, as follows.

With respect to the recitation of the bearing being provided with a set of cylindrical rollers, the axis of each of which is inclined at an angle of 45° relative to the axis of the bearing and is inclined at an angle of 90° relative to the axis of a successive roller, as provided in claims 1 and 23, Figures 6, 7, 9 and 10 illustrate the axes of such rollers being inclined at an angle of 45° relative to the axis of the bearing, and newly submitted Figure 10a provided on replacement sheet 7 illustrates the axis of each roller being inclined at an angle of 90° relative to the axis of a successive roller. Page 3 of the specification further has been amended to describe newly submitted Figure 10a.

The ball joint connections recited in claims 8 and 41 are illustrated in Figure 7 denoted by the reference numerals 57 and 62.

Claim 9 has been amended to recite the upper control arm and the steering knuckle including a passageway communicable with a source of pressure disposed on the body and a passageway disposed in a rim communicable with a tire mounted on the rim. Such amended recitation would appear to overcome the requirement of illustrating such a pressure source.

Regarding the requirement of showing means providing regulated amounts of air to the spring as recited in claim 22, it is to be noted that such claim does not recite that the spring is connected to means for providing regulated amounts of air but recites that such a spring is connectable to means for providing regulated amounts of air to the spring to correspondingly vary the displacement of the body relative to the wheels. Such language would appear to not require illustrating any means for providing regulated amounts of air.

The gearbox recited in claim 49 is shown in Figure 5, indicated by the reference numeral 27. Although such reference numeral depicts a carrier, such carrier is a term of the art to indicate the housing of the gearbox. To further clarify the matter, page 4, line 13 of the specification has been amended to indicate the carrier is the gearbox.

The aligned shaft recited in Figure 1 has been provided in Figure 8 of replacement sheet 2.

The differential gear assembly recited in claim 52 is designated by the reference numeral 27 in Figure 5. In this regard, the Examiner's attention is directed to page 4, lines 18 through 23 of the specification which recites carrier 27 is disposed in the bottom wall recess, on the longitudinal centerline of the vehicle and depends from and is bolted to the upper wall member 28. It includes a conventional or locking differential, a longitudinal disposed input shaft drivingly connected to the drive train of the vehicle, possibly an output shaft aligned with the input shaft depending upon the actual position of the unit within the vehicle and a pair of laterally projecting output shafts. Such references are deemed to provide an adequate support basis for such term.

Regarding the details of valve 105 shown in Figure 9, it is submitted that there is nothing unique about such valve. It can be any type of valve which functions to control the air supply to the tire from passageway 103, as shown in Figure 7. It further is to be noted that the valve per se is not being claimed. Reconsideration of the objection to the disclosure of the valve 105 respectfully is requested.

Spaced arm portions 58 and 59 are not shown in Figures 6 through 10 and 16 because such components could not be shown as clearly in such figures as they are in Figure 14. Furthermore, the sites of such arm portions in Figures 6 through 10 and 16 are either too congested or are inapplicable.

Regarding the duplication of reference numeral 40a on page 7, line 6 of the specification, the specification previously was amended to indicate knuckle plate 40a as being knuckle plate 40b. Furthermore, claim 9 has been amended to identify the knuckle plate as 40b.

Regarding the reference to reference numeral 51b on page 7, line 15 of the specification, such reference was deleted in a prior response. If not entered, it is hereby requested that such reference in the specification be deleted.

The reference to numeral 26a on page 7, line 16 of the specification was deleted in a previous response. If such deletion has not been entered, it is requested that it be deleted.

With respect to reference numeral 90 referring to different parts of the invention in Figure 5, Figure 6, Figure 7 and on page 9, line 9 from the end of the page, such reference numeral is being deleted in Figure 5, is not shown in Figure 6, is properly indicated in Figure 11 and is accurately referred to on page 7, line 9 from the end of the page in the specification.

The reference to reference numeral 15 on page 18, line 2 of the specification had been requested to be removed in a previous response. If such request had not had any effect, it hereby is requested that such reference be deleted.

Regarding the reference to reference numeral 26a referring to a flange on page 8, line 9 and referring to a shaft on page 7, line 16 of the specification, Applicants sought to delete the reference to reference numeral 26a on page 7, line 16 in a previous communication. If such previous request was not effected, it is requested that it be deleted.

With respect to support for the recitation of ball joints in claim 8, the Examiner's attention is invited to reference numerals 57 and 62 in Figure 7 and the text on page 5, lines 18 through 25 of the specification, and with respect to support for the differential gear assembly recited in claim 52, the Examiner's attention is invited to reference numeral 27 in Figure 4 and the text on page 4, lines 18-23 of the specification.

Regarding the enablement of the passageway recited in claims 9, 22 and 24, such passageway is illustrated and described as consisting of passageway sections 100 through 104, interconnecting a source of fluid under pressure on the vehicle and a tire of the suspension assembly, including a valve for regulating the amount of air supplied to the tire. It would appear that even a person having less than ordinary skill in the art could easily provide such a passageway and equip it with a valve for regulating the flow of air to the tire. Nothing more than a conventional valve would be required for regulating the flow of air under pressure in such a passageway.

In view of the foregoing, it respectfully is requested that remaining rejected claims 9, 22 and 24 be allowed and further that the application be passed to issue.

The Director is hereby authorized to charge any deficiency in the fees filed, asserted to be filed or which should have been filed herewith, or credit any overpayment, to our Deposit Account No. 14-1437.

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Respectfully submitted,



Peter N. Lalos
Registration No. 19,789
NOVAK DRUCE & QUIGG LLP
Correspondence Customer Number: 77407
1300 I Street, NW
Suite 1000 West Tower
Washington, DC 20005
202-659-0100 telephone
202-659-0105 fax
Attorney for Applicant